

Friendship School Road
SM-924
St. Mary's County
Loveville Vicinity
18th Century – 20th Century
Public

Friendship School Road crosses over Burnt Mill Creek in central St. Mary's County. The road extends from its origin with Three Notch Road (MD 235) southwest for approximately 3.11 miles to its terminus at Parsons Mill Road. The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. Friendship School Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Friendship School Road. The road also reflects trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

1. Name of Property (indicate preferred name)

historic Friendship School Road

other County Route 30081

2. Location

street and number Election District No. 6, Road runs SW from MD 235 to Parsons Mill Road ☐ not for publication

city, town Loveville ☒ vicinity

county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0	0 buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0	0 sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	1	0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	0	0 objects
		<input checked="" type="checkbox"/> transportation	1	0 Total
		<input type="checkbox"/> funerary		
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			0	

7. Description

Inventory No. SM-924

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Friendship School Road crosses over Burnt Mill Creek in central St. Mary's County. The road extends from its origin with Three Notch Road (MD 235) southwest for approximately 3.11 miles to its terminus at Parsons Mill Road. The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

Location

Friendship School Road is located in the central portion of St. Mary's County in the county's Sixth Election District. The road extends southwest from its starting point at Three Notch Road (MD 235) and continues in a southwesterly direction to its end point at Parsons Mill Road. The road crosses Burnt Mill Creek at mile point 2.6. The entire length of the road is approximately 3.11 miles in length.

Detailed Description

The Roadway

Friendship School Road is an asphalt-paved, minor-collector route that varies from 18 to 22 feet in width. The travelway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway, which is in good condition throughout its length. The surface of the road is characterized by small ruts caused by the Mennonite horse-drawn buggies that frequent the roadway. The road's horizontal alignment incorporates gentle curves, several straight-aways, and two notable curves at mile points 1.1 and 2.6. Its vertical alignment is relatively level with several gradual inclines throughout its length. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 2.6 from its origin, the roadway crosses Burnt Mill Creek, a minor waterway that runs north to southeast and empties into Rich Neck Creek. The creek runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal-pipe culvert. Aluminum guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Formal, asphalt-paved shoulders characterize the Friendship School Road right-of-way for the first 0.1 mile. For the remaining length, informal grass and gravel shoulders appear on both sides within the right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run along both the east and west sides of the road throughout its length; however, the lines are not carried back to the Mennonite farm complexes.

The Setting

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road

Continuation Sheet

Number 7 Page 1

Friendship School Road traverses a rural/residential area of central St. Mary's County. The road retains several mid-twentieth-century farm complexes, early twentieth-century agricultural outbuildings, and early to mid-twentieth-century dwellings situated on individual lots.

Throughout the first 2.1 miles, the road passes through various farmsteads primarily owned and farmed by Mennonite families. Long dirt and gravel driveways lead from Friendship School Road to the large farm complexes surrounded by active agricultural lands. Several individual mid- to late-twentieth-century one-story dwellings not associated with the Mennonites are located adjacent to the roadway.

At the intersection of Friendship School and Bishop roads (mile point 2.1), roadside vegetation becomes denser particularly where the road crosses Burnt Mill Creek at mile point 2.6. A *circa*-1910 dwelling and a late-nineteenth-century farm complex frame a large dirt pit belonging to Sloan Materials, a large-scale excavating company located near the road's terminus (mile point 3.1).

8. Significance

Inventory No. SM-924

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates Unknown **Architect/Builder** Unknown

Construction dates Late-17th Century-Twentieth Century

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Historical Summary

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. Friendship School Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Friendship School Road. The road also reflects trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Historical Narrative¹

*Summary of Road Building in St. Mary's County*¹

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Friendship School Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 1

Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.³ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁴

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁵

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁶

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁷

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁸

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for

³ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 282.

⁴ History Matters, LLC 2006: 9

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Hammett 1991: 283-285

⁸ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 2

transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁰

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹¹ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹²

Development of Friendship School Road

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late-eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as portions of Friendship School Road, which led south from the Patuxent Path through the interior of the county to Leonardtown.¹³

⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

¹³ History Matters, LLC 2006: 12-14

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 3

Friendship School Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from Leonardtown to the Patuxent Path.¹⁴ Most likely Friendship School Road existed in the eighteenth century as a narrow dirt path used to connect travelers between the Patuxent Path and Leonardtown.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Friendship School Road.¹⁵ However, the road is described in the 1802 county road book as part of the first and third road divisions of Lower Resurrection Hundred. The book describes the path as "from Drury's (Hard Times of Tabitha Drury) gate, the Rich Neck road, as far as the second bridge and the beginning bound of Rich Neck."¹⁶ This describes present-day Jones Road and the lower part of Friendship School Road to Burnt Mill Creek (present-day mile points 2.6 to 3.1).¹⁷ The third division describes the road as "Beginning where the road by Mrs. Ann P. Lucas (America Felix or Sandy Ground) makes out of the Three Notched Road thence by Zachariah Forrests (6 tracts in Beaverdam Manor) to and as far as the first bridge in Rich Neck Swamp including the said bridge by the beginning boundary of Rich Neck."¹⁸ This describes the northern portion of Friendship School Road from its origin at Three Notch Road (MD 235) to its crossing over Burnt Mill Creek (present-day mile points 0.0 to 2.6).¹⁹

As the inland road network expanded in the early nineteenth century, the informal path encompassing portions of present-day Friendship School Road would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 Atlas illustrates only the northern portion of present-day Friendship School Road; the road leads south from Three Notch Road (MD 235) and terminates shortly after.²⁰

Friendship School Road purportedly derives its name from a one-room school erected adjacent to the road in the early 1920s. The May 30, 1924 issue of the *St. Mary's Beacon* listed the name of Friendship School as belonging to the Third Election District. However, there are no cartographic records dating to this period, and the school was removed after consolidation of the county schools began in 1925.²¹

In 1939, Amish farmers emigrated from Lancaster County, Pennsylvania, to the Mechanicsville area north of Loveville. The promise of un-crowded conditions, inexpensive land, and liberal education laws attracted many Amish families to the county between 1939 and 1940.²²

¹⁴ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁵ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

¹⁶ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁷ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁸ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802

¹⁹ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

²⁰ Martenet 1865

²¹ Hammett 1991: 320

²² Hammett 1991: 443

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 4

In the early 1940s, after hearing their Amish neighbors extol the benefits of St. Mary's County, approximately 40 Mennonite families from Lancaster County, Pennsylvania, bought farms and moved to the farmland area surrounding Loveville.²³ The Mennonites also refer to themselves as the "Stauffer" Mennonites as about one-half of the St. Mary's County's Mennonite families have the surname of "Stauffer." Most of the Mennonites are farmers or are engaged in work with their hands, such as furniture making and repair that enables them to remain on or close to the family farm. Due to interest in maintaining the cohesiveness of the Mennonite community, they use no motorized machinery, except to supply power to belt-driven machinery, and use horse traction for travel and farming.²⁴

Several Mennonite farm complexes are located along Friendship School Road. These complexes typically consist of a large, highly altered, frame dwelling clad in synthetic siding, with no stylistic detailing or embellishment. A few of the farms also contain smaller dwellings that most likely house the grandparents of each family. A series of agricultural outbuildings, as well as a buggy shed, are often located to the sides or rear of the dwelling.

There are no extant architectural resources dating to the eighteenth or nineteenth centuries immediately adjacent to Friendship School Road. A late-nineteenth-century farm complex is located down a dirt farm lane at the road's terminus near Parsons Mill Road. A *circa*-1910 dwelling is located adjacent to Friendship School Road to the northeast of the farm complex. Mennonite farmsteads, such as the *circa*-1940 farm near origin of roadway and early twentieth-century farm located at mile point 1.1, as well as dwellings dating to the late-twentieth-century, characterize the road from its origin to its crossing over Burnt Mill Creek (mile point 2.6). The Mennonite farm complexes date from the early twentieth century onward. Consequently, the road has since been widened and improved to meet current design standards and safety criteria. In addition, the roadway contains ruts and bumps associated with the frequency of horse-drawn buggy traffic.

²³ Hammett 1991: 447; The Mennonite sect was founded in Zurich, Switzerland, in 1525, and the name originated with Menno Simons, an early preacher of the doctrines of faith. Since the Amish religion is a division of the Mennonite sect, many of the religious beliefs and customs based on religion are similar.

²⁴ Hammett 1991: 447

9. Major Bibliographical References

Inventory No. SM-924

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 3.11 miles
Acreage of historical setting Approximately 3.11 miles
Quadrangle name Leonardtown, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

Verbal boundary description and justification

The surveyed area of Friendship School Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	41-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 9 Page 1

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Historic Roads

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St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 9 Page 2

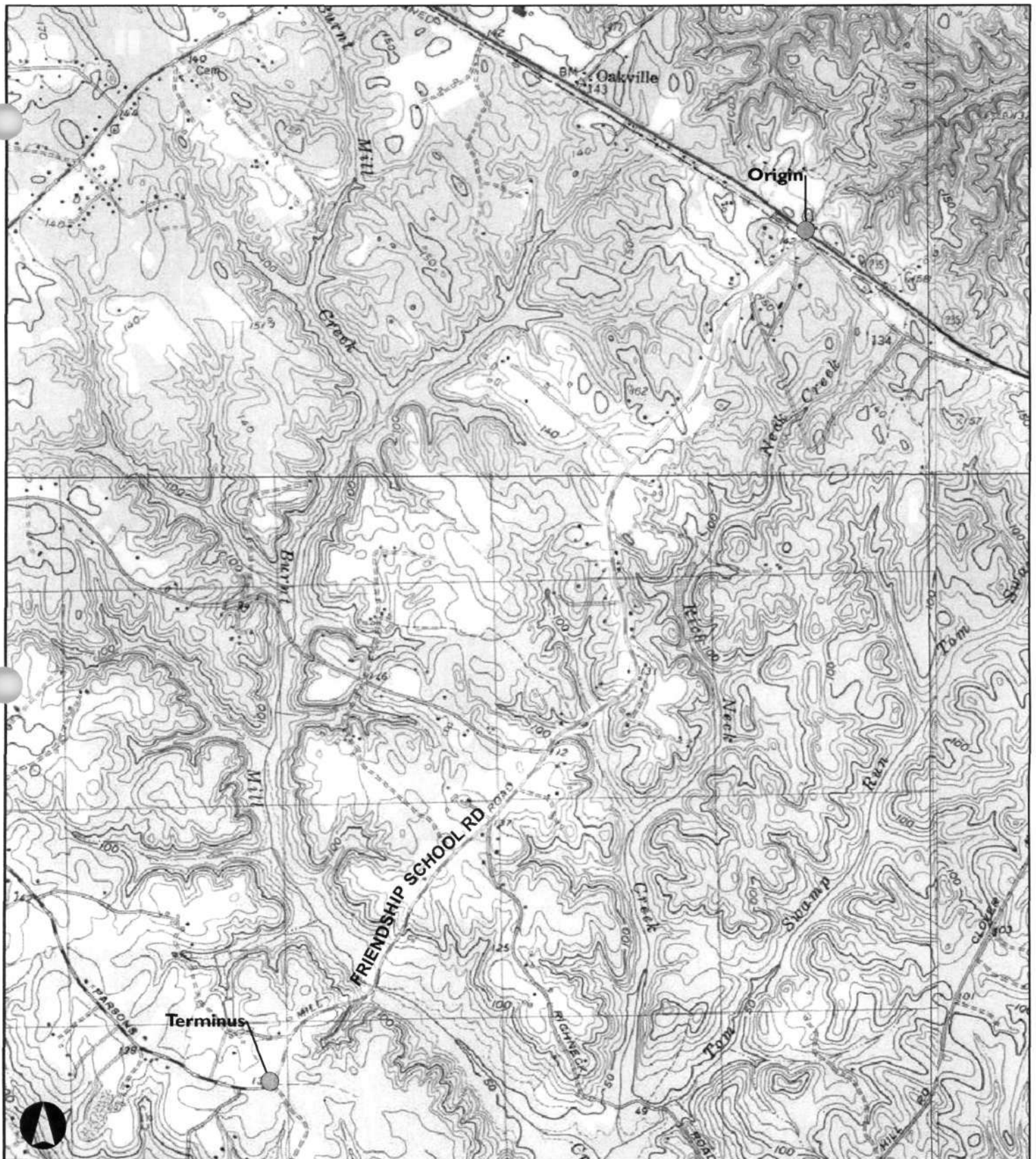
United States Geological Survey.

1943 *Leonardtown, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)

1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)



— Road Alignment 2005

2,000

Feet

Friendship School Road

SM-924

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)

+MECHANICSVILLE



Friendship School Road

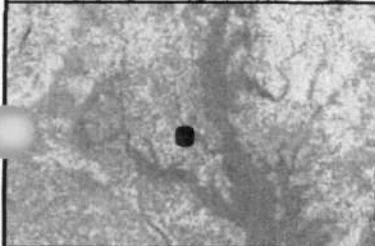
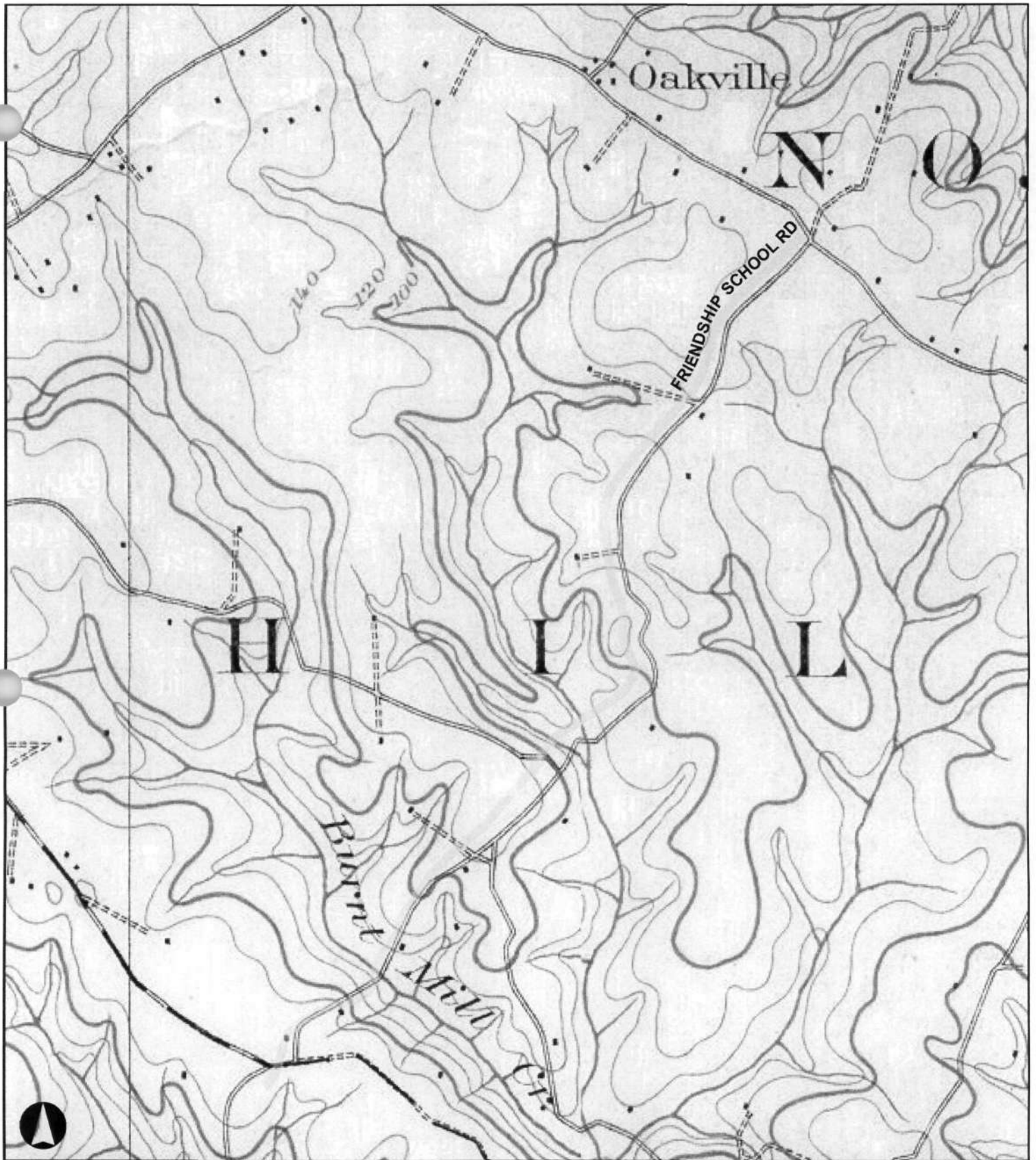
Friendship School Road

SM-924

Loveville Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000

Feet

Friendship School Road

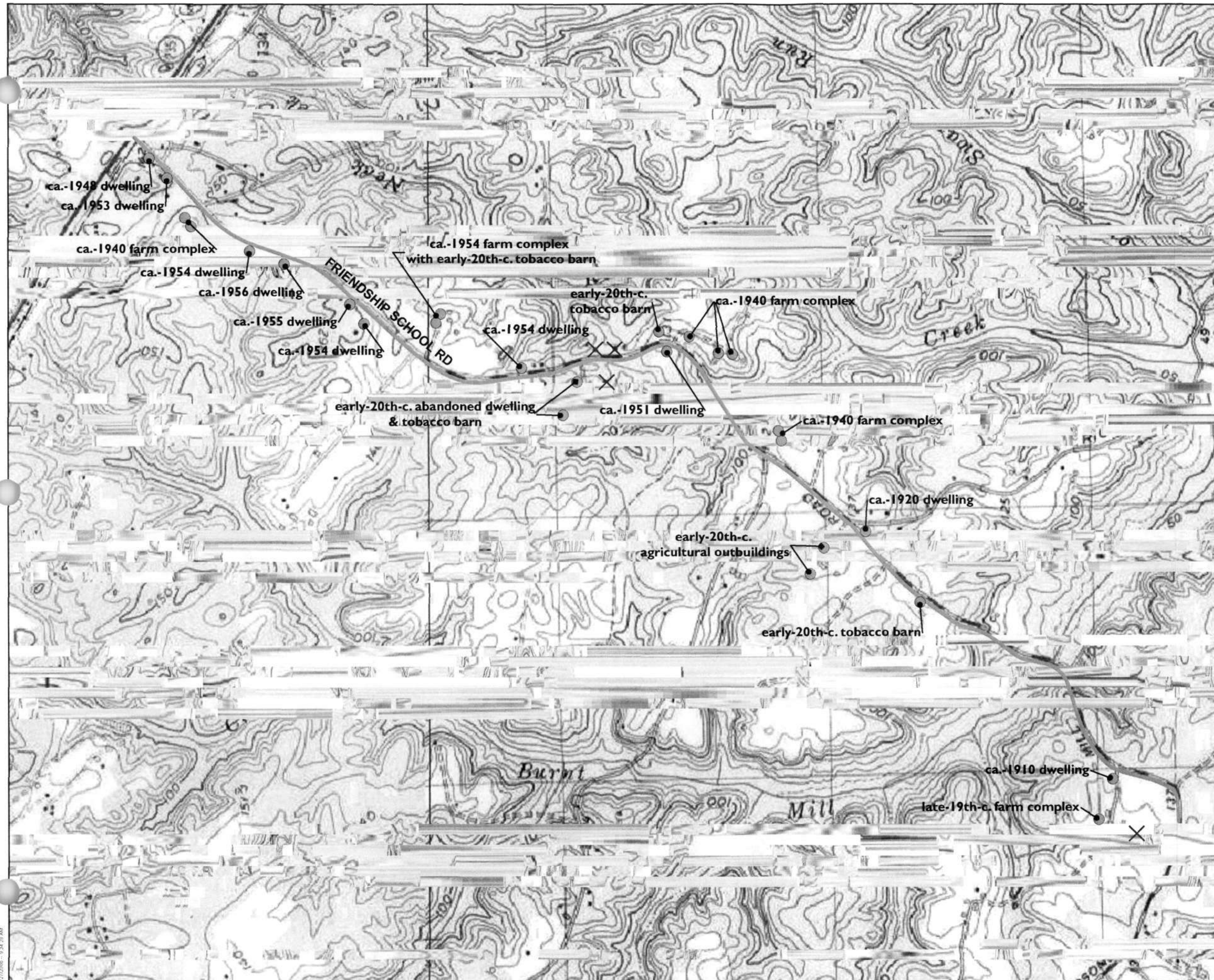
SM-924

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (1902)

+ MECHANICSVILLE



Friendship School Road
SM-924
Resource ID Map



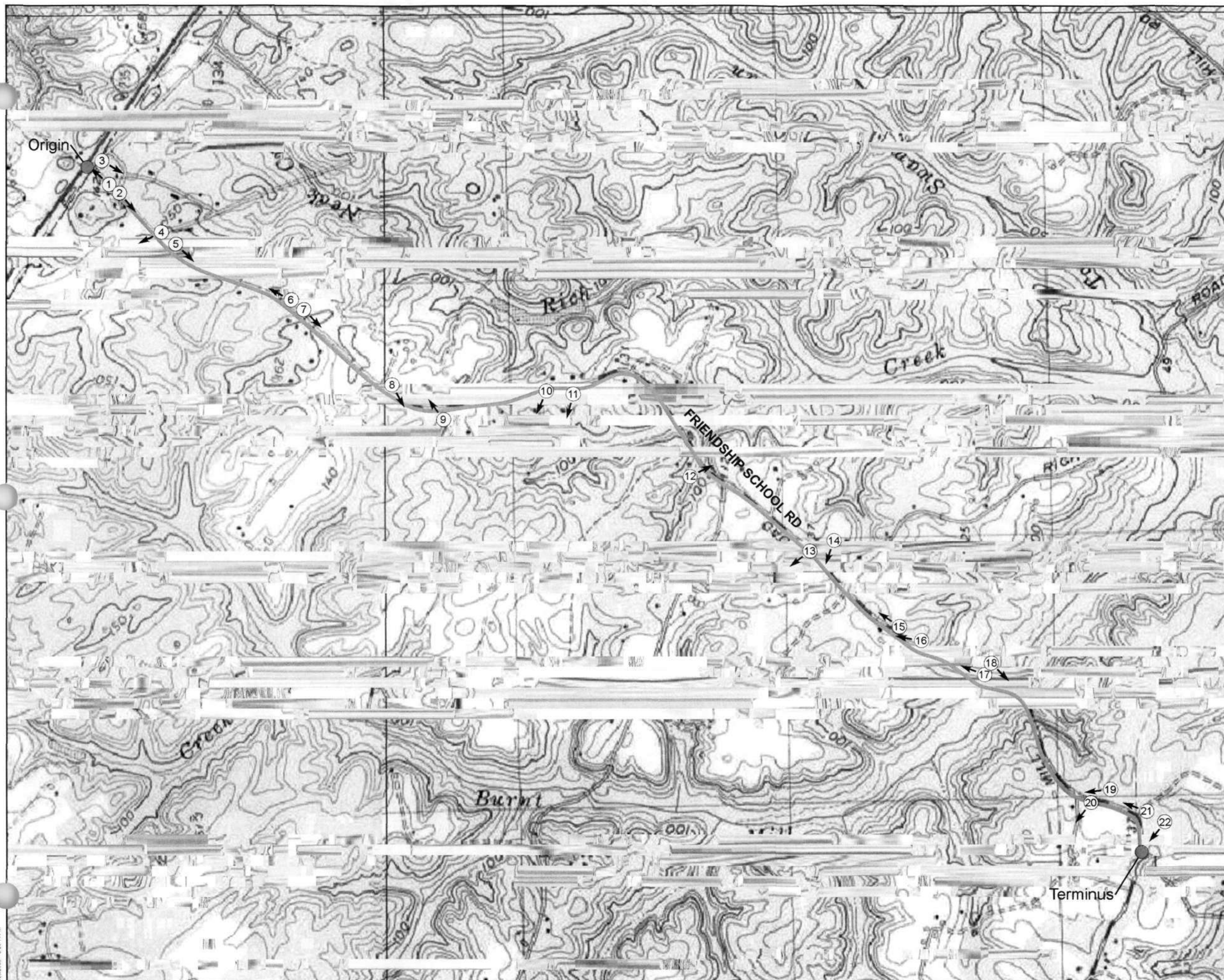
- X Resource Not Extant
- Extant Resource
- Friendship School Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.
+MECHANICSVILLE

Loveville Vicinity
St. Mary's County, Maryland

1,000 0 1,000
Feet

June 2008



**Friendship School Road
SM-924
Photograph Location Map**



- Photo Locations
- Friendship School Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.
+MECHANICSVILLE

**Loveville Vicinity
St. Mary's County, Maryland**



June 2008

Friendship School Road (SM-924)

Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-924_200804_01	SM-924	Friendship School Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking northeast to intersection with MD 235	1 of 22
SM-924_200804_02	"	"	"	"	"	Mile Point 0.0, looking southwest	2 of 22
SM-924_200804_03	"	"	"	"	"	Mile Point 0.0, looking south to ca.-1980 Hollywood Worship Center	3 of 22
SM-924_200804_04	"	"	"	"	"	Mile Point 0.2, looking northwest	4 of 22
SM-924_200804_05	"	"	"	"	"	Mile Point 0.3, looking southwest	5 of 22
SM-924_200804_06	"	"	"	"	"	Mile Point 0.5, looking north	6 of 22
SM-924_200804_07	"	"	"	"	"	Mile Point 0.5, looking southwest to ca.-1954 dwelling	7 of 22
SM-924_200804_08	"	"	"	"	"	Mile Point 0.9, view shed looking southwest to modern farm complex	8 of 22
SM-924_200804_09	"	"	"	"	"	Mile Point 0.9, looking northeast to ca.-1954 farm complex	9 of 22
SM-924_200804_10	"	"	"	"	"	Mile Point 1.1, looking northwest to abandoned early 20 th -century dwelling and tobacco barn	10 of 22
SM-924_200804_11	"	"	"	"	"	Mile Point 1.1, view shed looking west	11 of 22
SM-924_200804_12	"	"	"	"	"	Mile Point 1.4, looking south to ca.-1940 farm complex	12 of 22
SM-924_200804_13	"	"	"	"	"	Mile Point 2.1, looking northwest to early 20 th -century outbuildings	13 of 22
SM-924_200804_14	"	"	"	"	"	Mile Point 2.1, looking southwest to ca.-1920 dwelling (25190 Bishop Road) at intersection of Friendship School and Bishop roads	14 of 22

SM-924

SM-924_200804_15	“	“	“	“	“	Mile Point 2.3, looking northeast	15 of 22
SM-924_200804_16	“	“	“	“	“	Mile Point 2.3, view shed looking north to early 20 th -century tobacco barn	16 of 22
SM-924_200804_17	“	“	“	“	“	Mile Point 2.6, looking north	17 of 22
SM-924_200804_18	“	“	“	“	“	Mile Point 2.6, looking southwest to Burnt Mill Creek	18 of 22
SM-924_200804_19	“	“	“	“	“	Mile Point 3.0, looking northwest to ca.-1910 dwelling	19 of 22
SM-924_200804_20	“	“	“	“	“	Mile Point 3.0, looking northwest to late-19 th -century farm complex	20 of 22
SM-924_200804_21	“	“	“	“	“	Mile Point 3.1, looking north	21 of 22
SM-924_200804_22	“	“	“	“	“	Mile Point 3.1, looking southwest to intersection with Parsons Mill and Maypole roads	22 of 22

SM-924



Mile Point 0.0, looking northeast to intersection with MD 225
Photo 1 of 22



Mile Point 0.0, looking southwest
Photo 2 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking south to ca.1980-Hollywood Worship Center
Photo 3 of 22



Mile Point 0.2, looking northwest
Photo 4 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking southwest
Photo 5 of 22



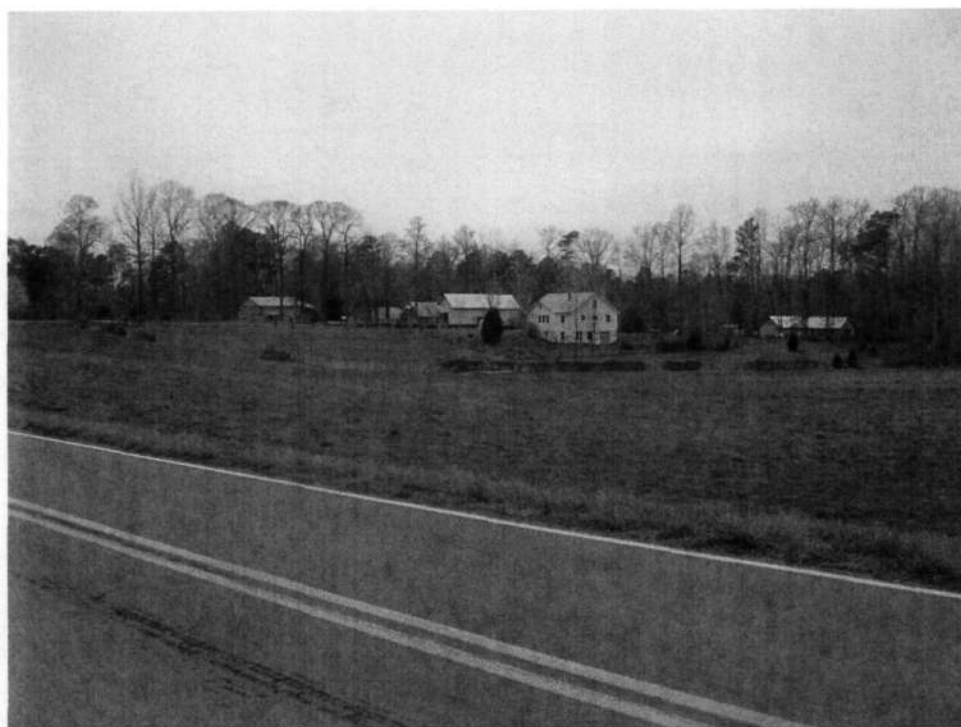
Mile Point 0.5, looking north
Photo 6 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
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Mile Point 0.5, looking southwest to ca.-1954 dwelling
Photo 7 of 22



Mile Point 0.9, view shed looking southeast to modern farm complex
Photo 8 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 0.9, looking northwest to ca.-1954 farm complex
Photo 9 of 22



Mile Point 1.1, looking northwest to abandoned early twentieth-century dwelling and tobacco barn
Photo 10 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 1.1, view shed looking west
Photo 11 of 22



Mile Point 1.4, looking south to ca. 1940 farm complex
Photo 12 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 2.1, looking northwest to early twentieth-century outbuildings
Photo 13 of 22



Mile Point 2.1, looking northeast to ca.-1920 dwelling (25190 Bishop Road) at
intersection of Friendship School and Bishop roads
Photo 14 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 2.3, looking north
Photo 15 of 22



Mile Point 2.3, view shed looking northwest to early twentieth-century tobacco barn
Photo 16 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 2.6, looking north
Photo 17 of 22



Mile Point 2.6, looking southeast to Burnt Mill Creek
Photo 18 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 3.0, looking northwest to ca.-1910 dwelling
Photo 19 of 22



Mile Point 3.0, looking northwest to late-nineteenth-century farm complex
Photo 20 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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Mile Point 3.1, looking north
Photo 21 of 22



Mile Point 3.1, looking southwest to intersection with Parsons Mill and Maypole roads
Photo 22 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

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April 2008
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SM-924

Friendship School Road

St. Mary's County MD

E. Young

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mile point 0.0, Looking NE to intersection with MD 225

Photo # 1 of 4



SM-924

Friendship School ROAD

ST. MARY'S COUNTY, MD

E. JUNG

04.2008

MD SHPO

mile point 0.9, looking NW to ca.-1954 farm complex

Photo # 3 of 4

FINE
DEPT.
WATER
SUPPLY
POINT
1-23



SM-924

Friendship School Road

St. Mary's County, MD

E. Young

04.2008

MD SHPO

Mile point 2.6, Looking SE to Burnt Mill Creek

Photo # 3 of 4



SM-924

Friendship School ROAD

St. MARY'S county, MD

EX/OKING

04.2008

MD SHPO

Mile point 3.1, looking SW to intersection with
Parsons Mill & Maypole roads

Photo #4 of 4